

# Feb. 10. ONE FISH FARE AT THIS PORT.

## SCH. SENATOR SAULSBURY HAS FAIR-SIZED TRIP FROM GEORGES.

The harbor is pretty bare of vessels this morning, all the shore boats being out and the most of the offshore fleet having got away yesterday.

Yesterday afternoon sch. Senator Saulsbury came in from a Georges handlining trip with 10,000 pounds of salt cod and 6000 pounds of halibut.

There were no arrivals with fish during the night.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator Saulsbury, Georges, handlining, 10,000 lbs. salt cod, 6000 lbs. halibut.

Sch. A. C. Newhall, shore.

Sch. Edith Silveira, shore.

Sch. Fitz A. Oakes, shore.

Sch. Mary E. Silveira, shore.

Sch. Clara G. Silva, shore.

Sch. Mary DeCosta, shore.

Sch. Monarch, via Boston.

### Vessels Sailed.

Sch. Patrician, haddocking.

Sch. Belbina P. Domingoes, haddocking.

Sch. Frances P. Mesquita, haddocking.

Sch. Richard J. Nunan, haddocking.

Sch. Genesta, haddocking.

Steamer Philomena, pollock seining.

Sch. Bethulia, pollock seining.

Steamer Geisha, pollock seining.

Steamer Nomad, pollock seining.

Steamer Quoddy, pollock seining.

Steamer Jeffery, pollock seining.

Steamer Mystery, pollock seining.

### Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 13c per lb., for white, 10 1/2 c for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

## Feb. 10.

### Portland Fish Notes.

Many of the vessels of the local fishing fleet left their berths in Portland and Wednesday went down the bay. They will tie up at Harpswell and other points until conditions are more favorable for fishing than they have been for the past ten days.

According to reports received in Portland, the fishermen of Long Island are catching large cod and haddock in Hussey's Sound. It is well they are for they will be needed to supply the local market.

The fishing schooner Marjie Turner, which has just taken out a cargo of pickled fish at Central wharf, was taking on salt there Wednesday and will sail today for the Newfoundland coast to take on another similar cargo.

About 6 o'clock Tuesday night an intoxicated individual fell off the west side of Central wharf and landed on a lobster car about 10 feet below. He was picked up by the mate of the schooner Mabel and the crew of the Marjie Turner. The man was then taken aboard the Turner where he spent the night in sobering off.

## Feb. 11. GLOUCESTER'S POSITION UPON THE FISH TREATY.

Gloucester's position, which is just the same as saying the position of the whole fishing interest of New England, on the proposed reciprocity agreement, is just at present most conspicuously in the very convergence of the fierce rays of publicity—beating down from every section of the country.

Gloucester has been accused of being selfish in opposing a measure which is claimed will reduce the high cost of living, if adopted. Why wouldn't she oppose it with all her strength when she feels that its passage threatens her very existence and when she knows that as far as cheaper food is concerned that "free fish" would mean to the consumer in the United States the saving of the magnificent sum of one cent per annum for every inhabitant thereof?

Gloucester has been accused of being divided against herself, of having dissension in her ranks. The charge, unfortunately, is true, although the expressed number favoring the measure is in the minority and a very small minority at that. Still, no matter how small it is, it has given those in power, who favor the measure, a chance to say, "well, the fishing interest is divided and if it cannot agree on what is best for the business, how can we be expected to know which side is right?"

Gloucester has been accused of not knowing what was good for her—of crying before she is hurt—of not actually knowing her business—or to use the words of President Taft, she is "seeing ghosts."

Who is the better able to judge what is best for the fisheries of New England—President Taft, or the men who have been in the business all their lives? Does the question need an answer?

There is no need of mincing matters as to what happened at the recent reception of the fish-men by the President at the White House. It was a painful five minutes—perhaps painful for both sides. It was painful to be told that they did not know the wants and needs of the business in which they had been engaged all their lives, painful to be told that their vision was distorted, that they were "seeing ghosts;" painful to be practically told to "cheer up; it might be worse." It was painful to see of what little consideration, what little consequence, the fishing interest of the United States was held in the whole great scheme of things generally.

It is evident that the fishing interest received scant consideration when the agreement with Canada was made. It appears evident that Canada would agree to no reciprocity treaty which did not have free entry for her fish as one of its cardinal attributes, and so—well, the agreement came and free fish was as prominent as the most ardent free trader could wish and the fishing interest found out how much those in power thought of the oldest industry in the United States.

What a change! What a change! Only a short time ago the fisheries, of New England were near to being the cause of actual war, and did become, a few brief months ago, a case for arbitration between two great nations before The Hague Tribunal. Something was thought of the fisheries then. A nation was contending for the rights of its oldest industry. And now, less than a year after, and before the decision is actually in force, this same fishing industry is thrown as a gift to one of the British provinces in order that the great scheme of reciprocity—which by the way, does not reciprocate—may be set as a dainty dish before those who have been shouting against the high cost of living.

Now just fix in your mind firmly and clearly your own opinion of how lightly the New England fishing industry—in the light of the terms of the proposed agreement—must be, or must have been considered by the administration, when that agreement was drawn up and then cast back your memory to only last August and picture the Hon. Elihu Root, senator from New York, ex-secretary of state, the man called by those who know him best, "the greatest piece of human legal mechanism in the United States," and hear him opening the closing argument for the United States case—for the New England fisheries, before The Hague Tribunal. Mark well what he said. Here are his opening words:

"The fishermen on the coast of Massachusetts and of Maine are poor and simple folk. They live upon the fruit that, with hard toil and danger, they win from the waves. They are not as important a part of the United States today as they were in 1783, or in 1818; but, while their comparative weight and importance have declined, their positive importance is as great now as it was then, and greater still. Every consideration that moves a sovereign nation to regard and maintain the interests of its own people, urges the United States to press upon you this view of its controversy."

"The attorney-general has pointed out that behind these fishing communities upon the New England coast, stand the eighty-five millions of people of the United States. Ah, yes! But behind the fishing communities and trader of Newfoundland, stand the hundreds of millions of people of the British empire, that great empire whose pride and honor it is ever to have safeguarded and maintained the interests of every citizen. And when two great nations, bound to protect the interests of their citizens, however humble, find themselves differing in their views of rights, which are substantial, find themselves differing so radically that each conceives itself to have a right which it cannot abandon without humiliation, and cannot maintain without force, a situation arises of the gravest importance and the first dignity. No function can be assumed by any tribunal upon this earth of higher consequences than that which you have now assumed; to substitute your judgment for the war which, alone, without such a judgment, could settle the questions of right between these two great countries."

Strong words these, uttered by a strong man, and meant too, every syllable of them. Yet look now and see the spectacle of this great industry, for the sake of whose rights the country would have gone to war only a few short years ago, now tied up securely in a little bundle and with no exchange equivalent, handed to Canada gratuitously and voluntarily, in order that a so-called reciprocity agreement might be made.

There's food for thought here. Think it over. To use a hackneyed phrase, "there's a reason." Is the reason a valid one?

ARTHUR L. MILLETT.

## Feb. 11.

### Former Gloucester Vessel Refused British Register.

Sch. Admiral Dewey which was sold from this port to Newfoundland parties, went to Boston yesterday to take on a general cargo before sailing for St. John's, N. F.

Because of the refusal of the British consul at Boston to place the schooner under British registry at that port, the vessel must be commanded by an American skipper when she leaves there next week for Newfoundland. The Admiral Dewey was recently purchased by Simeon Kibbo of Grand Banks, N. F. Although the new captain would take oath that he was a British subject, the registry was withheld because he could not furnish a copy of his birth record.

The transfer from the American to the British flag must be postponed until the schooner reaches St. John's or some other Newfoundland port. At present the Admiral Dewey is loading coal, lumber and general cargo for St. John's. Her new owner intends to place her in the fishing business on the Grand banks.



# MARKET BOATS AT T WHARF.

WEEK HAS BEEN THE POOREST  
OF SEASON FOR RECEIPTS  
BUT BEST FOR PRICES.

Just a few of the market boats are at T wharf to wind what has been the worst week of the winter as far as fish receipts go and also one of the very best as far as prices are concerned.

In among the eight boats this morning was sandwiched the off-shore sch. Raymah, Capt. Felix Hogan, who as usual, bobs in when the prices are up and walks off with another big stock. The Raymah has 45,000 pounds of haddock and 10,000 pounds of cod. The market boats all have average fares. Off-shore haddock sold for \$3 and shores for \$4.10. Large cod brought from \$4 to \$6, pollock \$4 to \$4.50 and hake from \$4.60 to \$6.

## Boston Arrivals.

The fares and prices in detail are:  
Sch. Buema, 5000 haddock, 600 cod, 600 hake.  
Sch. Raymah, 45,000 haddock, 10,000 cod.  
Sch. Belbina P. Domingos, 11,000 haddock, 1000 cod, 1000 cusk.  
Sch. Harriett, 5000 haddock, 600 cod, 1800 pollock.  
Sch. Emily Cooney, 6000 haddock, 900 cod.  
Sch. Elva L. Spurling, 8000 haddock, 800 cod, 300 hake.  
Sch. Manomet, 7000 haddock, 400 cod.  
Sch. Mary E. Cooney, 5000 haddock.  
Sch. Stranger, 3000 haddock, 500 cod, 1400 cusk.  
Haddock, \$3 to \$4.10 per cwt.; large cod, \$4 to \$6; market cod, \$4.10; pollock, \$4 to \$4.50; hake, \$4.60 to \$6; cusk, \$2 to \$3.

## Clams Scarce and High at Portland.

Clams are worth their weight in Lincoln pennies.

That is what the Portland dealers say. There has been no rise in the prices to the consumers—yet. But the men who buy them to sell to the people are paying all kinds of fancy figures. They are worth a premium and they are bringing it.

As far as known there have been very few barrels of clams landed in Portland this week, or last week for that matter. Casco bay clams are scarcer than hen's teeth. One barrel brought up this week sold for \$2.50. This is what the digger asked for them, and he got every cent of it. Then he kicked himself because he didn't ask more; he could have got it. Judging from the talk heard along the water front yesterday, the man who is willing to pay the price is the one who gets the clams. The digger knows that he can get a good sum and he inquires of all the dealers before he disposes of his fare.

According to the stories that have been told by the diggers, they are earning every cent they get for their hivalves. In order to get clams in Casco bay, it is necessary either to saw a hole through the ice that covers the flats or else remove a cake of the congealed water. One man down the bay wanted to dig a barrel. When the tide was high, he succeeded, with the use of a crowbar, in getting a cake of ice out of the way. When the tide went out again there was a nice, but small orifice presented for him to dig through. He got a mess of shell fish and brought them to the city.

It has been the hardest winter the clam diggers have had in years. What with ice and snow, cold weather and unfavorable tides, their lot has not been a happy one. They have made no money, and they don't expect to unless there is a change for the better in the weather pretty soon.

If any housekeeper or restaurateur wishes clams now, he may get them, but he has to order about a week ahead of time. There are not near enough to go around, and there will not be for some time.—Portland Press.

## New Newfoundland Schooner.

Another new schooner, the Stanley and Frank was launched at Shelburne, N. S., on Wednesday, from the shipyard of Joseph McGill. She registers 81 tons. She was contracted for by Harvey Company, of St. John's, N. F., who already have a number of Mr. McGill's build of vessels in their fleet; and she will be owned and managed by Capt. George Bond of Belleoram. Mr. McGill is also building another fishing schooner, of 85 tons, for Harvey & Company, to be used in connection with the Belleoram branch of their business. She will be launched in March.

## GLOUCESTER, 1915.

Yes, sir; we've hauled the schooner up,  
And beached her in the cove,  
I'd sooner see her strike a reef  
With bows to splinters stove;

I'd sooner hear her canvas split  
To tatters in the gales,  
Than see the mildew and the rot  
Creep through her idle sails;

Sooner she'd sink on Georges,—but  
With skipper safe, and crew,—  
Than have her useless hulk lie there,  
Forever in my view.

My grandsir used to tell about  
Cape Ann of long ago,—  
The yarn his grandsir spun for him,—  
We're Cape Ann stock, you know.

We've weathered witchcraft, Indians,  
drouth,  
Pirates and pestilence;  
In wartime done our double share  
In land and sea defence;

We've baited hooks and builded boats  
And taught our boys to steer;  
We've caught our fish and filled our  
flakes,  
For nigh three hundred year;

We've caught our fish and cured 'em  
sweet,  
And sent 'em far and wide;  
We've fed full half a continent,  
And never lost a tide.

But now the land we've toiled to bless  
Deals us a fatal blow,—  
"Free fish!" Free fish means death  
to us,  
And Gloucester's sons must go.

Old Thacher's lights will twinkle still  
Across the mocking wave,  
And flowers in summer bloom again,  
But bloom on Gloucester's grave;

While summer folk will stroll our lanes  
And sketch each lonely pier,  
And ponder o'er the history  
Of nigh three hundred year.

Yes, sis; we've hauled the schooner up  
To rot upon the shore.  
"Free fish" has rung our city's knell;  
Old Gloucester's day is o'er.  
ANNA P. CAREY.

## Feb. 11.

# NO RECEIPTS AT THIS PORT.

ONLY ARRIVAL IS SCH. MONITOR,  
WHICH SOLD FARE OF HALI-  
BUT AT PORTLAND.

There have been no arrivals with fish here since last report, the only craft to come in during the night being sch. Monitor from Portland, where she took out her fare of halibut, and two shore boats.

The market boats are all out and they will have a fine fish day all right.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Monitor, via Portland.  
Sch. Joseph H. Cromwell, shore.  
Sch. Olympia, shore.

## Vessels Sailed.

Sch. Cynthia, haddocking.  
Sch. Clara G. Silva, haddocking.  
Sch. Mary DeCosta, haddocking.  
Sch. Mary E. Silveira, haddocking.  
Sch. Edith Silveira, haddocking.  
Sch. Mary Edith, haddocking.  
Sch. Valentina, haddocking.  
Sch. A. C. Newhall, haddocking.  
Sch. Yakima, halibuting.

## Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62½ per bbl., pickled herring \$5 per bbl.

Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 13c per lb., for white, 10½c for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.  
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges headline salt cod, \$5.55 for large and \$5.50 for medium.

## Portland Fish Notes.

After several days of quiet during which no fish were brought in here by the local fishermen, there was quite a rush of them Thursday, though they were all small fares that were landed. The majority of the fish were brought in by the small boat men.

The largest fare was that on board the sloop Laconia, Capt. William Rick-er, which had 5000 pounds of beautifully large cod. They were netted in Hussey's sound and were among the finest fish seen here in a long time. During the afternoon, a ton of big cod came over to Commercial wharf from Cape Elizabeth. There fish had been taken by Charles and Edward Olsen in their nets and were of superior quality. Cod predominated in the fares of the small boat men. The most of the fish were landed in Hussey's sound. Good prices were paid in all cases so that the fishermen stocked pretty good sums as somewhat of a compensation for their ten day's idleness.

Quite a number of the local fishing vessels went out Thursday and it is thought succeeded in making a catch. The schooner Fannie Hayden, which went out with the rest, was forced to put back, her engine becoming disabled. A few fish were brought in, mostly by the boat fishermen, the Olsen Brothers of Bowery Beach landing 3700 pounds of steak cod, taken off the Whistling buoy.

A trip of 1500 pounds of mixed fish was landed here Thursday by the schooner Hockomock.

## Feb. 13.

# GOOD RECEIPTS AT THIS PORT.

FARE OF SALT COD FROM NEW-  
FOUNDLAND FOR GORTON-  
PEW FISHERIES CO.

Quite a number of off-shore crafts have made port here with fish fares since last report. Late yesterday afternoon the British sch. Arnold from Grand Bank, N. F., came in with a big fare of salt cod for the Gorton-Pew Fisheries Company, the manifest calling for 360,000 pounds. Sch. Lizzie M. Stanley Capt. Joshua W. Stanley, of the off-shore haddock fleet, and which has been running here about all winter, came in with 55,000 pounds of haddock and cod.

Two of the cured fish fleet from "down east" are also along sch. Annie F. Kimball from Manset and sch. Sadie A. Kimball from Rockland and Vinal Haven. Both have about all hake.

Sch. Corona, which took out her halibut fare of 19,000 pounds at Portland Saturday, came in this morning to fit out for another trip. Skipper Engstrom did not strike anything fancy in the way of prices, in fact most of the trips at Portland recently have gained nothing by comparison with prices paid here and it is quite a safe bet that on the next round there will be more of the halibuters come here than did on the first round.

Sch. Arthur D. Story, of the Georges headline fleet, which was at Portland Friday to land 1500 pounds of halibut, brought 12,000 pounds of salt cod here yesterday.

About all the sailing craft of the pollock seining fleet are in. They have dodged out and in for a week and some of them have worked down as far as Boon island and have not seen a flit. Some of the skippers are getting disgusted and are going back to the dories and the trawls. The steam and gasoline fleet will hang on after the pollock for quite a while yet.

Three more of the herring fleet are along, schs. Indiana, Senator Gardner and Alice R. Lawson, the former being from Bay of Islands via Halifax, where she has been on the ways to repair after being ill-used by one of the recent heavy gales, which iced her up and started her leaking quite a bit. The Indiana and Senator Gardner are also from Bay of Islands, via Port au Basques, where they finished up their cargoes on herring shipped from the Bay of Islands, to them by rail.